

The Lacombe Guardian

VOL. III, No. 37

LACOMBE, ALBERTA, FRIDAY, FEBRUARY 4, 1916

\$100 PER YEAR

Parliament Buildings Burned

Ottawa, Feb. 3. The Parliament buildings of Canada are a mass of flames tonight. The splendid Gothic building, which since 1867 has been the home of Canada's legislature, is doomed to utter destruction, and the loss when morning comes will be computed in millions.

Fire which broke out at 9 o'clock last night in the common reading room swept with tremendous fury down the corridors and leaped to the galleries, and in the space of three minutes had filled the whole with an impenetrable volume of smoke. It was followed quickly by flames.

At least seven people are known to be dead, among them Madame Morin and Madame Bryn, guests of Speaker and Madame Seigney.

The origin of the fire is a mystery. It may never be known. There are suspicions of incendiaryism. Fire Chief Graham is positive that it was self, while the police are just as positive that it was of accidental origin.

GOOD ROADS

THIRD ARTICLE—HIGHWAYS

(By W. Muir Edwards, Professor of Civil and Municipal Engineering.)

In the first article of this series the general principles governing the construction and maintenance of public roads was discussed and a classification in to Country Roads, Branch and Main Highways was suggested. The second article dealt with the first of these, and it is proposed in this article to consider Highways.

It is to be understood that the distinction made is between roads constructed of material in place and those whose roadbed, or at least the centre portion of it, is built up of material brought and placed therein. This improved centre portion varies in width from 10 to 24 feet, a width of from 12 to 16 feet being all that is required in most instances. The object of bringing in material and placing it on the natural soil is to make a hard, smooth surface upon which the rolling resistance will be small, due to its not yielding under the wheel loads. To accomplish this it is necessary that the natural soil which must ultimately carry the load be not exposed to too great an intensity of pressure. The filling material is compacted together, and has more or less rigidity. The wheel loads cause a certain pressure over the surface of the road in contact with the rim, and this pressure is distributed by the filler to a much larger area of the soil supporting the roadbed. The principal is the same as that used in house foundations, bridge piers, etc.

The filling material is placed on the natural soil which has previously thoroughly compacted by rolling. This subgrade, as it is termed, may be either flat, or requiring a greater depth of filling material at the centre to form the crown, or may conform to the shape of the finished surface, giving a uniform depth to the filling material throughout. The amount of material required depends upon the heaviness of the traffic and on the method of maintenance. There is a constant wearing away of even this hard roadbed, and this may be replaced either periodically or by continuous upkeep. In the former case the initial depth must be such that the improved surface will not wear too thin. This minimum allowable thickness depends on the traffic and the nature of the subgrade. The greater the depth the larger is the area of subgrade over which any wheel load is distributed.

The filling material must be sufficiently hard to resist the crushing action of the loads and has carried the mails for over twelve years, and this is the first time he has been held up on account of snow drifts. Truly the mail carriers are to be sympathized with in this severe weather.

It is sufficiently tough to prevent its breaking under the continual blows to which it is subjected by the traffic. There should also be a binding together of the surface coat and of the body of the roadbed in order that water falling on the road shall not find its way down to soften the subgrade. The materials generally used are gravel and broken stone, but if neither of these is available any material which would satisfy the requirements might be used as a substitute. One of the functions of the alert highway engineer is to utilize local material such as well burned clinker, hard brick spalls, slag, or other by-products which may be economically used in the body of the roadbed, and thus save the expensive imported material for the wearing surface.

Pit run gravel should not contain too great a proportion of sand nor of clay if satisfactory results are to be obtained. About ten per cent. of clay or loam is necessary to act as a filler and binder, but more than this is apt to wash to the surface and cause a muddy and dusty road. It is not possible to get as compact or waterproof a road with gravel as with stone and hence it is more suitable for the lighter types of traffic.

There are two types of construction in broken stone roads, i.e., macadam and telford, named after the English highway engineers who first used them. The difference lies in the fact that in a macadam road the layers of small stone (up to 3 inch in size) forming the filling material are laid directly on the subgrade, whilst in a telford road a layer of large stones is first laid on the subgrade and the smaller stones laid on these. Thus, when we speak of a macadamized road we mean one in which a 16-foot strip (more or less) in the centre is filled 6 to 8 inches deep with small broken stones laid in layers on a rolled subgrade, and the whole held together with the pulverized dust which, when mixed with water, forms a cementary paste.

Not all stone is suitable for this purpose. Hardness, toughness, and a cementary action on the part of the dust is necessary. It is possible experimentally to determine the characteristics of any proposed stone, and this should be done before any great outlay is undertaken. In fact, it might be safely said that a properly operated experimental department is an essential to any broad scheme of roadway improvement.

The comparative tractive efficiency of a hard road with a smooth surface and an unyielding roadbed is shown by the study of the following loads which could be hauled at two and a half miles per hour on the level by a 3000-lb. team drawing an ordinary well lubricated farm wagon with 2-inch tires; brick pavement, eleven tons; asphalt pavement, six tons; macadam road, five tons; gravel road, four tons; ordinary earth road, two and a half tons; ordinary sand road, two tons. In using such comparisons in estimating purely financial benefits full loads only should be calculated and the necessary cost in grade reduction and bridge construction to allow of heavier loads on the improved roadway must be allowed for. As has already been pointed out in the first article the cost per ton mile to a farmer and a freighter are not the same and deductions which apply to the latter cannot be used in their entirety in calculating the saving to the farmer. The ease, speed and frequency of intercommunication with neighbors and with local centres, which does so much to ameliorate agricultural conditions of life should be kept prominently to the forefront when discussing road improvements.

The cost of both gravel and broken stone roads is comparatively large. Local conditions affect the cost materially, but for purposes of general comparison with earth roads it might be said that where material can be obtained locally the cost of a gravel road would be from \$1000 to \$2000, and the cost of a broken stone road \$4000 to \$6000 per mile. The cost of upkeep for a gravel road might be placed at \$75.00, and for a broken stone road at \$200 per mile per year. The problem which has to be faced in Alberta is that over the greater portion of the Province stone and gravel are conspicuous by their absence, and there would have to be a large additional cost to cover freight charges. Just to illustrate this the cost for gravel alone, at \$1 per cubic yard for a road 16 feet wide, with a 1 foot depth of gravel, would be over \$3000 per mile. It would seem, therefore, that there exists an excellent opportunity for experimental work looking toward the utilization of other available material.

As has already been suggested, in regard to getting roads of a mixture of sand and clay might solve to some extent the difficulties met with in many places where the material in place is either sand or clay, neither of which makes satisfactory roads. The clay expands with moisture, becomes very soft and plastic, and when dry contracts, leaving cracks in the roadbed. If rutted the dried clay ridges are difficult to work down again into a smooth surface. Sand, on the other hand, expands and runs easily when dry and contracts when wet. A judicious mixture of the two would counteract the adverse tendencies of each and so make a roadbed with a more permanently compact body which would withstand the action of the rain and be easier to work into proper shape when rutted, and possess a surface giving a better grip than does a clay road in wet weather.

In conclusion, it might be said that much remains to be done along this line of improving existing earth roads and experimenting with mixtures of material locally available. A great improvement can be brought about by so simple a thing as systematic dragging. It will be some time before we are justified in seriously undertaking the construction of roads equivalent to the macadamized highways of older countries, where rock is more plentifully distributed than it is in Alberta.

Predicts War Will End Within Year

Germany Breaking Under Strain, Says Frederick Palmer.

(Frederick Palmer in Colliers)

The Prussian system has not yet undergone the final test.

Is Germany winning with probability one and one-half million men dead or crippled for life? Is she winning, when she does not know how she is going to force peace? Can she win if she cannot continue her offensive when spring comes? Can she win if she must accept the defensive?

While it sometimes seems that we in America know more about Germany than any of the warring countries, we really know less. The object of every nation in this war has been to let the neutral countries know only what they wanted them to know. In this, too, Germany has excelled. Japan learned her tactics from Germany, and Japanese tactics were the same in the Russo-Japanese war. Japan had fought herself to a standstill at Mukden, but she gave the impression to the whole world that she was capable of further advance and that at Portsmouth she could almost make her own terms. In five months after Mukden she had made no provision for further offensive—a secret which she was able to keep. The last blow she had struck had put her on her face in the mud, but with her face toward the enemy—thanks also to the German system.

England's new munition factories have only begun to supply shells. The maximum American and Japanese output will not be reached until February or March. With spring the allies will have for the first time a real superiority in guns, men and material on the fighting line. Germany still has four million fighting men and Austria three million. France must have close to four million, England more than three million, and Russia three million not counting her unorganized reserve. The allies will have a superiority equivalent to the British new army.

If Germany is going to continue her offensive, where can she strike? Can she undertake an offensive against Russia when in May the French cover all the front line trenches in the west with shells and undertake an offensive with five times the artillery power of Champagne and Loos? If the German, with all his strength, failed to get a knockout in the spring of 1915, can he hope for it in 1916? For he must have a knockout in order to win. At least one of his opponents must be counted out. Russia, which he hoped would be the first of all the countries in Europe to submit, has the least reason. For the Slav to yield to the German now would mean German domination of Europe and the eclipse of Slavdom. This the far-sighted Russian leaders realize. So do the mass of the Russians. They are fighting for racial life. In order to gain a separate peace with Russia, Germany would at least have to evacuate Russia and Poland as well. Though she has made Russia suffer more than she has suffered, this does not mean that she is winning.

To win, Germany must beat the immense new British army. She must beat the 1917 class of recruits which in November France has not yet called to the colors. She must win in some kind of a decisive victory, at arms or else must succeed in wearing down the allies' resources and men by attrition instead of the allies wearing down hers. Germany insists that she is winning. She tells her people that she is. But have you ever looked at the German papers for copies of letters by French or British soldiers, or of letters from their relatives at home, which suggested any thought of yielding? Yet with every batch of German prisoners

captured scores of such letters are found, in their possession. The German soldiers are showing the strain. Their efficiency is decreasing; that of France and England increasing. And, make no mistake, those snake lines on the map, indicating German soldiers on the soil of the allies have been burned into the brain of every Englishman and Frenchman.

Suppose that all next spring and summer Germany throws herself against those lines of steel in vain. Suppose that a line of steel is across her path—in the Balkans as well as in Flanders, and in Russia. For, if she extends her lines in Serbia and Bulgaria, she needs correspondingly more men to keep them intact. Suppose that, instead of being able to take the offensive, she uses her magnificent railroad system for rushing bodies of troops here and there in order to halt the offensive of the allies.

What will be the effect of this upon German sentiment? What would have been the effect on Japanese sentiment if the Russians had held out for another year and let the Japanese stew in front of their army?

When Kitchener told the ministers of the British cabinet that the war would be long, they were skeptical. But now they know that he knew what he was talking about. He counted upon winning the last battle. That is the battle that England has always had to win, and usually has won.

She has always started in confidently, only to be beaten at first because she was not ready. But you may be sure the amazing brain trust which governs Germany, which knows how to inflame emotions of its own people to its purpose, which unites great military leading with very skillful statecraft, is never going to give the world a sign that she is losing.

Has it any chance that Germany has of winning is the chance that gave Japan victory. Though man and team, and 25c. per beaten, she may keep her secrets so close, conceal her wounds so well, that she will give the appearance of victory and deceive her enemies into a compromise. But if the allies keep on for another 18 months, and if they hold together, there is no doubt that Germany will be beaten. And if their money lasts! Watch and see if it doesn't. The allied troops may never get to Berlin; they may never cross the Rhine; none of them, may again enter East Prussia. But it will be Germany that will have to sue for terms because she is in a state of siege.

Even rebellion in India, of which Germany so fondly dreams. The could not change the event. The British hold the area. They have the superiority in dreadnaughts and battle cruisers whose guns can smash anything above water. The methods they used in holding down the submarine campaign in the North Sea ought also to serve in the Mediterranean.

Germany is in the position of a man who strikes for want of air, for want of room. He lunges this way and that with the craving for breath in his lungs and space for his limbs. He pushes the wall back a little, but it is still there, dashing his own blood back in his face. He breaks through one door, but there is another beyond. The mental strain of such a battle is as severe as the physical. Next summer, if Russia comes back strong, and Turkey and Bulgaria are lamed, the walls will begin to fall in on the Germans.

LOCAL IMPROVEMENT DISTRICT, NO. 359

Lacombe, Jan. 22nd, 1916. The members of the Council of above district for the year 1916—namely, Jas. Sharp, P. McLennan, J. M. Southward, A. P. Rainforth, D. Foren, and M. Douglas—met in the Town Hall, Lacombe.

The Secretary called the meeting to order and requested the new council to appoint a chairman for the present year.

It was then moved by D. Foren, seconded by P. McLennan, that Jas. Sharp be elected chairman for 1916. Carried.

Mr. Sharp then thanked the members for the honor conferred upon him, but at the same time he thought that it was only right that it should be passed around, he having occupied the position now for twelve years, and would have liked to have seen some one else take a turn, but if it was really their wish he would fill the position to the best of his ability.

The Secretary-Treasurer then gave an account of the last year's financial affairs, and was pleased to report that the district as a whole was out of debt at the present time, having a small balance on hand.

Moved by Foren, seconded by Douglas, That the Secretary-Treasurer's salary be \$550 for all duties connected with the position during the year 1916. Carried.

Moved by Rainforth, seconded by Foren, That E. W. Simpson be elected Secretary-Treasurer. Carried.

Moved by Foren, seconded by Douglas, That the secretary be instructed to write Howard Stutchbury regarding what would be the duties required of a "Returned Soldiers' Bureau," as that from information received from the Department of Municipal Affairs the Council has no power to appropriate the funds of district outside of municipal affairs. Carried.

Moved by Rainforth, seconded by Southward, That the Council be instructed to write Howard Stutchbury regarding what would be the duties required of a "Returned Soldiers' Bureau." Carried.

Moved by Southward, seconded by McLennan, That the rate of assessment for 1916 be 64 cents per acre. Carried.

Moved by Foren, seconded by Douglas, That the rate for wages be 60 cents per hour for man and team, and 25c. per hour for man. Carried.

Moved by Southward, seconded by Douglas, That the secretary be instructed to write Howard Stutchbury regarding what would be the duties required of a "Returned Soldiers' Bureau." Carried.

Moved by Foren, seconded by Rainforth, That all returning officers be paid ten dollars; also rental for polling places at the rate of \$2 per day. Carried.

Div. No. 1.—Jas. Sage, \$10.00; Secretary-Treasurer Jones' Valley School, \$2.00.

Div. No. 2.—Jas. McNicoll, \$10.00; Jas. McNicoll, Office, Blacklacks, \$2.00.

Div. No. 3.—J. J. Kasha, \$10; Div. No. 4.—J. L. Storey, \$10; A. Hastings (house), \$2.00.

Div. No. 5.—F. Gale, \$10.00; Robert Madgen (house), \$2.00.

Div. No. 6.—F. Butcher, \$10.00; F. Butcher (house), \$4.00.

Moved by Southward, seconded by McLennan, That the following pay sheet and account be passed, 11 u2is of paziouing uuuuuu, and treasurer instructed to pay the same. Carried.

C 1-16, \$89.75; Atlas Lumber Company, \$14.40.

Moved by Southward, seconded by Rainforth, That a by-law be passed empowering the chairman of the district to borrow the sum of \$3,000 from the Merchants Bank for the purpose of carrying on the work of district for the year 1916. Carried.

Moved by Foren, seconded by Rainforth, That the last quarter of secretary-treasurer's salary, amounting to \$137.50, for 1915 be ordered paid. Carried.

Moved by McLennan, That the district become a member of the Alberta Association of L. I. Districts and Rural Municipalities. Carried.

Moved by Foren, seconded by McLennan, That Jas. Sharp be appointed a delegate to attend the convention. Carried.

Moved by Southward, seconded by Douglas, That D. Foren be appointed a delegate to attend the convention. Carried.

E. WALTER SIMPSON, JAS. SHARP, Chairman.

The Lacombe Guardian

F. H. SCHOOLEY, PROPRIETOR

SECOND ARTICLE — COUNTRY ROADS

(By W. Muir Edwards, Professor of Civil and Municipal Engineering)

In the first article in this series the general principles governing the economics of roadway construction and maintenance were dealt with and a classification based on the nature of the traffic was made of Main Highways, Branch Highways and Country Roads. It is with the latter that it is proposed to deal in the present article.

In dealing with country roads as classified above it might be well to first point out that the use of material other than that found in the neighborhood is financially out of the question. Whether it be loam, sand or clay the local conditions must be dealt with and the road constructed of material at hand. In the second place we should emphasize the fact that, although there are locations in which physical difficulties may be met which are hard to overcome, most of the country roads of the Province could be made quite satisfactory by a moderate expenditure of labor and oversight. Drainage, proper initial construction and continuous upkeep are the essential features.

In discussing road construction too much importance cannot be attached to proper drainage. As we travel the country roads possibly no feature is so noticeable as the almost uniform practice of repeatedly filling in bad spots which could be permanently cured by much less labor devoted to proper drainage. In road construction we deal with surface, side, and subsoil drainage.

Surface drainage of the roadway is very important. The most destructive agent which the road has to contend with is water, allowed to remain any length of time in its neighborhood. If pooled on the roadway the top surface is softened and under the action of the traffic the road is rutted. These ruts hold more water, and if conditions are not speedily remedied the roadway goes from bad to worse until it is almost impassable. Just here attention might be called to the fact that the criterion of a good road is not the possibility of passing over it with a load, but rather that such a surface is maintained that the motive power, be it oxen, horses, or motors, shall give a reasonable return on the capital it represents.

Surface drainage is accomplished by crowding the road. The slope from the centre to the sides should be varied to suit the material used. From one-half inch to one inch of fall per foot of road width measured from the centre will give satisfactory results. Too flat a crown tends to poor drainage whilst too steep a side slope may rut the roadway and also will encourage undue traffic on the centre portion. This "trucking" of vehicles means increased wear at one spot, and is a frequent source of destruction to the roadbed.

Having shed the water to the side of the roadway it is equally important that arrangements be made for the satisfactory progress of this water in the roadside ditches. Although the slope of these ditches may be fairly flat the water should flow to a definite outfall and so be carried away from the neighborhood of the roadway. It might seem quite unnecessary to emphasize such an obvious matter as an outlet for the side ditches, but strange to say this feature is totally neglected in many pieces of roadwork. Due to the soakage of water from these blind ditches into the body of the roadbed bad spots are developed which last long into dry weather periods.

Subsoil drainage is often necessary where the road runs across low wet land. If the surface of the subsoil water can be lowered a firm foundation for the roadbed may be obtained. Drainage of this type is usually quite expensive and in many cases may be classed with bridges and other permanent provincial undertakings. Another type of subsoil drainage is that of the roadbed itself. The drains are placed on one or both sides of the roadway at a depth of two and one

half to three feet below the surface. The moisture in the roadbed is drawn off, thus increasing its bearing power and lessening the effect of frost action. In the clay soils so prevalent in the Province this type of work is of questionable utility. In sand roads it would be distinctly harmful since a sand road is the one exception to the general rule regarding drainage. The retention of the moisture is a feature to be aimed at in the operation of such a road.

Initial construction and drainage are so closely connected that a discussion of one must include the other. Without therefore devoting any further space to the first two essentials in road building we might consider the third which applies more particularly to road operation. Upkeep should be given equal prominence with drainage in any roadway discussion. The filling in rather than the drainage of bad spots has already been commented upon as the most noticeable feature of poor roadwork. This should really be qualified and possibly the premier place given to the practice of industriously grading a roadbed and then cheerily leaving it to look after itself. Earth roads especially need care if they are to remain in a satisfactory condition. This care may be of the simplest kind consisting of the cleaning of roadside ditches and the dragging of the roadway. This latter operation consists of pulling over the road a drag which fills in the ruts, smooths out the ridges and recrowns the road by moving material from the side to the center. The drag itself is extremely simple to construct. Any blacksmith shop or well-equipped farmer's workshop could turn one out for not more than \$15.00. The cost of the operation is also by no means excessive. Owing to the character of the spring and fall seasons of the Province, and since no work is required during the winter an average of \$10.00 per mile per year should cover all that is necessary in dragging operations. This is equivalent to a charge of \$3.75 per quarter section for this part of road maintenance. Considering the saving to the farmers in actual cost and the convenience and comfort to be derived from good road connections with the nearest town and with the neighborhood generally it might well be considered that it is inertia and lack of knowledge rather than the expense involved which prevents the practice. In dragging, lies the secret of the proper maintenance of serviceable country roads.

The necessity for proper placing and proportioning of culverts might very well be dealt with, but space permits only a reference to the matter. Grading on each road can be done for less than \$150.00 per mile; maintenance, including dragging, might be placed at \$15.00 per mile per year. It is quite possible that additional expenses may be found to be justified in surfacing country roads with a judicious mixture of sand and clay. The discussion of this might be left to be considered in dealing with more expensive types of roadwork justified in highway construction and will be dealt with in the third article of this series.

Referring to the classification of roads made in the first article it might be pointed out in conclusion that in most sections of the province it is possible to obtain a country road of the third and possibly of the second class with a moderate initial and maintenance charge. Considering the many months of fine weather with which we are blessed in Alberta a road of this class, passable at all seasons for slow, and for the greater portion of the time for all kinds of traffic, is in most cases, all that is required. Having been successful in obtaining these, we might then consider the necessity of and if advisable undertake a more expensive type of construction for the main lines of communication.

London, Jan. 28.—General Sir Eardley Hutton, speaking here last night, said that his colleagues thought that Lord Kitchener's estimate of a three years' war was an under estimation. There would be stupendous losses on land and also, they thought, at sea. "We are only just beginning to realize Germany's great power," he added.

FINANCIAL STATEMENT Of Belgian Relief Dance

Total Receipts, \$120.25	
Paid, rent of hall,.....	\$ 15.00
Paid music,.....	14.00
Paid invitations,.....	5.00
Paid floor wax,.....	50
Paid coal oil for heaters,.....	65
Paid A. F. Bishop, for work,.....	2.00
Remitted to Belgian Relief Com., Calgary,.....	83.10

\$120.25
MRS. W. F. GRAHAM,
Secretary-Treasurer.

J. H. WATT'S PRIZE-WINNERS

J. H. Watt took one first and two second prizes with his White Cornish-fowl, and three firsts with his Dark Cornish entries, at the Fort Saskatchewan poultry show last week. These birds have also won prizes at Lethbridge and Edmonton this season. Mr. Watt has a first-class lot of these birds, and will make a specialty of raising them for exhibition purposes and the sale of eggs for hatching.

ANGLICAN CHURCH NOTES

There will be administration of Holy Communion in St. Cyprrian's Church at 11 a.m., and evening service at 7 p.m., on Sunday, February 6th.

There will be Church of England service in Milton Schoolhouse on February 6th, at 4 p.m.

The Church of England service in Spruceville Schoolhouse will be on February 13th, at 11:30; not on February 6th.

The arrangements for Church of England services at Spruceville and Milton are as follows: Spruceville, 2nd, and 4th Sundays in the month, at 11:30 a.m. Milton, 1st and 3rd Sundays, at 4 p.m.

Commencing March 12th, throughout the Dominion, a special mission will be held by the Anglican Church, emphasizing the message of the Great War. Further particulars later.

The price of the Canadian Liberal Monthly has been reduced to 25 cents a year. At that price, surely every Liberal in Canada should be willing to subscribe. Address Rooms 601-612, Hope Chambers, 63 Sparks St., Ottawa.

The new No. 9 Oliver, the most up to date thing in typewriters, is now on the market. Investigate its merits and you will buy it.

LOCHINVAR NEWS

Wallace Archibald is visiting in B. C.

Mack and Harry Frizell are visiting their brother, J. J. Frizell.

The Patriotic Society is flourishing, and regular meetings are held twice a month.

We are sorry to hear that Jno. Taylor is ill, and hope to see him around again in a short time.

We are glad to see A. W. Ogilvie among us again, after an extended visit to Banff and other points.

Nate Taylor has his sawmill going, and anyone having logs to turn into lumber should see him at once. He is an expert sawyer.

A local L. O. L. was started here lately, with Jos. Ardell as Master. Sixteen members were enrolled at the last meeting. The lodge meets the first Wednesday of each month, on or before the full moon.

INFORMATION FOR THE PUBLIC

To Whom It May Concern: Under the Army Act there can be no stoppage of soldiers' pay for private debts. Storekeepers will govern themselves accordingly. A. G. A. CLOWES, Lieut., Commanding Lacombe Platoon

MORE MEN THAN WOMEN HAVE APPENDICITIS

Surgeons state men are slightly more subject to appendicitis than women. Lacombe people should know that a few doses of simple buckthorn bark, glycerine, etc., as mixed in Adlerika, often relieve or prevent appendicitis. This mixture removes such surprising food matter that ONE SPOONFUL relieves almost ANY CASE of constipation, soothes stomach or gas. INSTANT, easy action of Adlerika is surprising. A. Creighton, druggist.

EDWIN H. JONES

Barriater, Solicitor and Notary

P. O. Box 148 Phone No. 19
Offices Denike Block, Barnett Ave.

Magnet Lodge No. 12 I. O. O. F.

Meets in Masonic Hall, Lacombe, every Thursday evening at 8 o'clock. Visiting brothers always welcome.—U. E. Reeves, N. G., M. B. McDonald, R. S.



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Farm Buildings That Pay

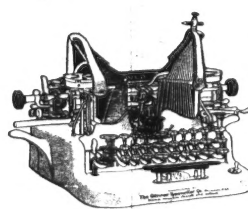
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|---------------------------|-----------------------------------|
| 1. General Purpose Barns. | 6. Piggeries and Smoke Houses. |
| 2. Dairy Barns. | 7. Poultry Houses. |
| 3. Beef Cattle Barns. | 8. Implement Sheds and Granaries. |
| 4. Horse Barns. | 9. Silos and Root Cellars. |
| 5. Sheep Barns. | 10. Farmhouses. |

The above bulletins, prepared by the AGRICULTURAL AUTHORITIES OF THE UNIVERSITY OF SASKATCHEWAN and by the BRITISH COLUMBIA FOREST SERVICE, will help you to decide on the best designs for your Farm Buildings. The bulletins show detailed plans and complete bills of materials for buildings that have all the latest practical improvements, and are specially designed to meet prairie conditions. They will help you to estimate the cost beforehand, order the materials, erect the buildings, and make the fullest use of them. They will prove of real value to every prairie farmer.

Service to Wood Users

For copies of any of the above bulletins in which you are interested, write the Chief Forester, Victoria, B.C. For information on any matter connected with the use of lumber or other forest products, address H. Houston, British Columbia Lumber Commissioner, Regina, Saskatchewan; or the Chief Forester, Victoria, B.C.

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Watch this space for further reasons.

F. H. SCHOOLEY, Agent, Lacombe

INTERESTING LETTER FROM THE FRONT

The following letter was received by Andy Hopkins from Pte. D. Mitchell, who, it will be remembered, was the teacher at Jackfish Lake School, and should prove of interest to his many friends:

Somewhere in France,
Dec. 27, 1916.

Friend Andy,—Just a few lines to let you know I received your letter a few days ago all right. I was very pleased to get it, as I get so little news from Lacombe.

I have been in France a little over a month, and things are not half so bad as I expected to find them. I had a rather pleasant journey, and the ways managed to have a pretty fair time. I was for a short time in two base camps; then came up the line to join the battalion. I found the boys in billets near a small village having a rest. We lived there for a week ago, and have been up there closer to the firing line since.

I have been attached to No. 2 Company, so that my address in future will be Private D. Mitchell, 475942, No. 6 Platoon, No. 2 Company, P.P.C.L.I., France. Our Company is at present billeted in a barn, and we have plenty of straw to sleep on, and are as comfortable as it is possible to be.

Since joining the army I have been chumming with a Toronto chap named Heron. On the first evening of our arrival we went out for a quiet stroll and a smoke. We were calmly getting at the flares the Germans were throwing up along the firing line when a big shell whizzed past my ear and burst a short distance off. It was our first experience of such unkind treatment, but it is nothing so serious as you would imagine. First we ducked our heads, then had a good laugh at it. Since then I have seen several pretty close, but a miss is as good as a thousand miles, so we just say, "Try again, Fritz."

Christmas has come and gone again rather quietly. There was little doing along the front all day. On Christmas eve I was digging behind the lines, and could hear our fellows calling over to the Germans—"Come on over Fritz and fight." I am out digging now nearly every night, and there are lots of bullets whistling around, but none of us have been touched yet.

The weather here is very wet, but the last two days have been very mild and nice things are a little bit dried up, and believe me it has a lot more to go.

I witnessed an aeroplane being bombarded this morning. The shells were bursting all around it, and at one time a piece of shrapnel seemed to strike it, and it looked like falling, but I cannot say whether it got back or not.

All this afternoon you can hear nothing but the roar of cannon. I have been out watching the shells burst. The Germans are throwing over lots of shrapnel and high explosives. Some of them fell pretty close to us, saw one burst around a farm building, and a woman came running out with a child by the hand to escape. It looks funny to see the laboring men round here running when the shells begin to drop, as if they could get away from them.

I am sure you will be surprised to learn that I saw Wallace, the railroader, a short time before I left England. He was in an hospital wounded. A bullet struck him in the front of the shoulder and passed through and missed up his shoulder blade. When I saw him he was going about with his arm in a sling. I never saw him in such good spirits before, and he expected to be back here soon. When I came away I lost track of him, and I do not know where he is. He is a bomb thrower in some battalion.

I also saw Tom Randall, the cook, often. He has been out in France nearly two months now with the 49th, if he is still alive. I must now close up as I have to get ready to go out to work again. I am now getting good at shovelling, and my hands are quite hard.

We get lots of tobacco here, and I have a couple of seasoned clay pipes, so that more does an Irishman want to be happy. When we get back to work we get just enough run to make us feel nice, and we sleep in till

near 10 o'clock the next day. My chum and I rise in the morning about breakfast time, and we enjoy the pleasure of breakfast in bed, so that is pretty nice in war times.

Remember me to all the people in Lacombe, and have a very disagreeable.

I am, Yours sincerely,
Pte. D. Mitchell,
475942.

SPRUCEVILLE ITEMS

Shipping grain seems to be the order of the day in spite of the cold weather, which makes it very disagreeable.

Last Sunday was one of the worst storms we have had this winter. The wind piled-up the snow in drifts in many places six feet high.

We haven't seen a report of the Spruceville Patriotic Fund collection. We hope that all the ratepayers have paid in their subscriptions as they agreed.

The old-timers claim that this is one of the coldest winters they have ever experienced in this country on account of the winds, which makes it so much harder on stock.

The Leap Year dance last Friday at the hall was a failure on account of the cold weather. It is to be hoped that all other Leap Year undertakings will turn out more satisfactory, as several of the bachelors are looking forward to stunting times.

Remember the big masquerade dance at the hall on Friday, Feb. 11th. Everybody come and have a good time. Ladies please remember the cakes. The managers have decided to give out prizes for the best representative costumes for both ladies and gentlemen.

RAINY CREEK ITEMS

Miss Alice McKee is reported to be quite sick.

S. M. Burger, Wm. Surratt, and Geo. Stephenson, were among those who marketed hogs in Lacombe last Saturday.

Owing to the bad weather of the past two weeks there has been no church services in Rainy Creek for the past two Sundays. Mrs. Wm. Surratt and Mrs. J. J. Nelson were each reported in the sick list last week, but both are reported better at present writing.

Mr. and Mrs. Fred C. Nelson celebrated their fourth wedding anniversary by entertaining the stork, who left a fine boy as a memento of his visit. Mother and babe are doing fine, and Fred is going around with as broad a smile on his face as on the same day four years ago.

RIMBEY ITEMS

January played us such a dirty trick we would mark it off the calendar if we had our way.

Born—To Mr. and Mrs. Salm Cole, on January 25, a daughter. Born—To Mr. and Mrs. F. W. Becker, of Lavesta, on January 22, a son.

Jesse Lloyd, Sr., has bought Mr. Jos. Marshall's Ford car. Percy Bunch has sold his personal property, rented his farm, and will take up his residence in the village of Rimbeys, having bought the livery barn from Ryeckoff and Symonds.

Miss Lydia Lacombe and Miss Hanson of Lacombe, were visitors at the Coverdale home here last week.

The Rimbeys Teachers' Association will hold a meeting at the High School building, on Feb. 16. All teachers and ex-teachers are cordially invited.

Rev. Lionel Lockhead, who has assisted with the singing during the evangelistic services here, has decided to cast in his lot with the church, and will, after the last of this month, travel with him as his assistant singer. Mr. Lockhead has a splendid voice and adaptability in conducting the song service, and will be a valuable helper in Mr. Barton's work. Meetings at the Mission will continue this week, with Rev. Tate as spiritual adviser.

Miss Patch is arranging a map-leave to be given by her music pupils in the near future. Miss Patch is a very talented musician, and under her able training we are sure the concert will be something worth while.

Rev. J. H. Barton, an evangelist, has closed a three-week series of meetings at the Meth-

ist church, which, considering the very severe weather, was much sickness, were a great success. Many greatly regretted the fact that they were unable to attend. On Sunday, afternoon, Jan. 16, a meeting of men was held in the evening.

In spite of the severe weather a fair audience was in attendance, and were well pleased with the meeting that a request was made to Mr. Barton to repeat the address. It has been arranged that another service for men be held Jan. 30, at 3 p.m. In the evening a closing service will be conducted. It is to be regretted that weather conditions were such that many were unable to attend these meetings, as Mr. Barton is a very able speaker and earnest Christian worker.

Mr. Jas. Lockhart, an old and respected citizen, passed away in his 80th year on Friday evening, Jan. 21. Though having been ill since his wife's death, which occurred on Dec. 27, it was not considered that he was seriously ill, thus his sudden demise came as a shock to his family and friends, but as a relief to himself, as he had expressed a desire that he might soon be permitted to join his faithful wife. He was born in Ireland in 1847, coming to America in 1879, and to Alberta in 1903, and located at Lockhart, where, owing to his honesty and Christian principles, he had been a moral uplift to the community in which he lived. He had taken an active part in the public welfare, and was highly esteemed by his neighbors, as was testified to by the number at the funeral, which was conducted at Rimbeys by Rev. Dugan on Wednesday, the remains being laid to rest at the home of his wife. Much sympathy is felt for the daughters, who are thus called upon to mourn the loss of father and mother.

News is scarce.

The "Widow's Friend" is busy in the wood business these days. Nellie Whitworth, who has been helping at the Arcade Hotel, went home on Saturday.

After a very cold spell, lasting some weeks, plenty of snow and wind, there is prospects of something better. The coal situation was relieved on Friday for the time being, when three loads were brought on from Lacombe.

A dance will be held at the McPherson Hall on Saturday night, Feb. 5th, 1916. Good music and a good time assured.enders are out asking for furnishing of the Oxford District of 15 ricks of two-foot green poplar wood, tenders to be in by Saturday.

The "Bad Lands" Correspondent was in again on Friday last in search of material for rubbish. What will Bill do when spring seeding comes on?

Auto traffic is stopped for the time being on account of the snow drifts, which cross the roads in many places, incidentally the high price of gasoline is forgotten by the owners.

January came in cold and stormy, and is going out rather cool. February, we predict, will arrive on the 1st of the month. Grounding day will probably give us a little sunshine for them to look at, and we will have a long month of it; that is, for February, but cheer-up, July is coming.

Manager, Nickerson, of the Royal Bank, Lacombe, braved the storm on Friday last to take charge of the sub-branch here. During some four and a half years this sub-branch has been open they have not missed opening for business on one legal banking day. A pretty good record that.

A fire at the parsonage called out the volunteer fire brigade on Thursday last. Some clothing on a heated pipe in the upper room caught fire, and it spread to the walls and ceiling, filling the place with smoke, but Mrs. Miller rushed into it and a few seconds pulled off water onto the fire before help arrived. It was soon extinguished with but little damage.

Attend the meeting of the "Old Fashioned Ladies Aid" on Thursday last. The Benley Ladies Aid, in McPherson Hall, on Friday evening, Feb. 11th. The programme will be published next week. This is one of the funniest entertainments ever attended at Benley, more than taught than at a circus. Don't miss it. Admission 25c.

CLIVE ITEMS

C. L. Joslin was a business visitor to Calgary last week.

Miss Spillerd, of Red Deer, spent several days visiting with Miss Hall.

Mrs. D. W. Wilson is enjoying a visit from her sister, Miss Morrison, of Calgary.

Mrs. Wm. Howarth, of Red Deer, spent several days visiting with her daughter, Mrs. J. H. Salton.

R. L. Toepfer, D. D. G. M., assisted by Messrs. C. C. McDermid, B. E. Todd, and C. Mills, installed the officers of Clive Odd Fellows lodge on Tuesday evening last.

While the weather prophets are engaged figuring out whether this is to be a hard or an open winter, the winter itself is sugaring along in its own way. Mr. Jack Frost has shown no inclination to quit his looting around our corners and streets. He should be arrested as a vag. If he keeps hanging around much longer we'll all be vags—as coal is very scarce, but the iceman, he's not kicking at all, at all.

PONOKA NEWS

Lee Lamb has sold his restaurant to Mrs. Lee Bay.

Mr. and N. O. J. Rochfort are spending a few days in Edmonton.

Rev. P. Baker has been elected a director of the United Farmers of Alberta.

Miss Jennie Drummond has been appointed teacher in the Seaford school.

The Eastside U.F.A. will hold a basket social in the schoolhouse on Friday evening, February 5th.

Ed. Hinkley has been attending the annual meeting of the Lacombe Mutual Fire Insurance Company.

Cliff and Louis Fleming were down from Edmonton sending the funeral of their nephew, Donald Stuart.

A short course school in agriculture and domestic science will be held in Ponoka on February 3rd, 4th and 5th.

There will be a masquerade ball in C. D. Bailey's hall on February 11th. Everybody come. Ladies please bring cakes.

Mrs. Neil McLean and family, who have been visiting with relatives in this district, left for their home in Chinook a few days ago.

Cold—yes, very cold this past week or two. Thirty, forty and fifty degrees below zero. But who ever heard the iceman whining about it?

Mr. Gilpin desires to thank all those who so readily responded to his appeal for material for Monday morning, and assisted in extinguishing the fire at his residence.

Gold medals for the coming session have been donated as follows: Dr. Campbell, M.P.P., gave a hog; Graves and VIII School Trustees, two, Grades XI and IX; Owen Williams, one for Grade X.

Many inquiries are being received regarding the progress that is being made in boring for gas on the hospital grounds. The derrick has been erected, and no doubt when the weather moderates a start will be made.

Lieut. J. M. Peterkin, of Wetskiwin, was in town a few days ago on a recruiting mission for the 151st battalion. The latest to join this regiment is Alfred Hare, who went up to Wetskiwin the other day. Any young men contemplating on enlisting should communicate with the Lieutenant.

On Monday morning of last week the unwelcome sound of the fire bell gave the citizens a rude awakening. With the temperature between 40 and 50, it did look serious. Fortunately the outbreak was detected in time, and but little damage done. The fire was caused by an overheated stovepipe.

Mr. and Mrs. David Stuart will have very sincere sympathy extended them in the death of their infant son, Donald, aged three months. He was a weak child when born, and was taken to Omaha, Neb., to be operated on. For a time all went well, but it was not to be, and death took place on Sunday, the 16th. Mrs. Stuart brought the remains home, and there were laid to rest in Forest Home Cemetery.

L.I.D., NO. 399

Blackfalds, Jan. 29, 1916.

Dear Sir,—In your issue of Jan. 6th there was a request made for an explanation of two items. One was a motion granting payment of \$422.24 to S. W. Paisley, and the other a payment of \$100 to Chas. Ball. As there was no reply I will explain the dirty deal we ratepayers in Div. 2 are getting.

Mr. Paisley, who has been in this district for almost 24 years and foreman for this corner of Div. 2 for the past three years. I know considerable about the matter. First, before there was any road made you could get some duck-shooting right where Mr. Paisley claims damage through water, as there were a string of little sloughs commencing in Mr. Simpson's, on the north, and continuing through Mr. Paisley's on the south, with an outlet down a ravine which at the present time is spanned by a 70-foot bridge. Now, when the first road was first graded up there was no culvert put in at this place. The consequence was the road was continually made unfit for traffic as the water would wash the road away. My children, on going to school, had to wade through and take a chance to socks with them, as the water extended so far north and south there was nothing else for it. Now, in the Spring of 1913, I was appointed foreman, and I drew the Council's attention to this, and he told me to put a culvert in, which I did, and put the road in good shape. In the fall of the same year Mr. Paisley took two scrapes off the road by my place and made a ditch and two teams at work on his place building a breakwater, thinking he could hold this water back. The next Spring, 1914, the water rose until it went over his breakwater. The only thing he accomplished was putting the road in a bad shape, as the water was held at a higher level. Then, to help matters, Mr. Paisley was appointed foreman over the road fronting his place on Sec. 16, Div. 1. There used to be several culverts along this piece of road, carrying water into his place, but out they came, and he made a beautiful ditch and sent the water to the 2nd, and I can tell you it is a big improvement to his place on Sec. 16, but I wish you could have seen it in the Spring of 1915; gee, but it was a hummer. The water ran so fast down his new ditch that somebody piled manure in it to steady it in its mad career, but it got there just the same, and away into Div. 2, to the culvert I had put in. On account of the breakwater Mr. Paisley had built, this culvert was three parts full of stagnant water and could not take it fast enough, so away it went west, and I had a big fight for days saving the road from destruction, but later, when the frost got out of the ground, it flushed the dirt off the grade, and Mr. Paisley got his water again; only instead of being on Sec. 16 it was on 17, and he had a hog on more on the road. I may say that it is the water entering at this natural watercourse that Mr. Paisley is to get paid \$422.24 for the supposed damage, yet he himself says this water I have already spoken of on to this very land, and I might also say that the crop was hailed the last two seasons, and why the Councilors agreed to settle as they did is a puzzle to me, and why should Div. 2 be expected to pay this money, for Div. 2 has never done one thing to cause this trouble. It was all caused through turning the water from Div. 1 out into the natural channels, although there has been the best part of \$600 wasted, besides having the roads unfit for traffic, yet the decree has gone forth that more of your money shall be spent in Div. 2, and having a watercourse rather than let it go in its natural channels. It is a downright shame to spend public money to improve private property. Besides, if the water should come in such a big run, some wet spell that the culvert under the C. N. Railway or the culvert at the top of the hill gets more than they can take there will be more trouble coming for Div. 2. Mr. Miller brought Mr. Hunt, the Government road boss, out to see what he thought of it. I was working on the road at the time, and when they came back Mr. Hunt told me that Mr. Paisley had to take the blame. Now, you must not be watey Mr. Miller

for this muddle, for he has not done one thing to cause it. For my part, I would say get right back at the cause. Remedy that, and then there would be no watercourse to pay for or unnecessary risk to run of future damage, and the money could be spent building roads.

Thanking you for your valuable space, I am,

Yours faithfully,
CHARLES BALL.



THE SUPREME COURT OF ALBERTA 1916

APPELLATE DIVISION—

EDMONTON—Second Tuesday in January, First Tuesday in April, and Third Tuesday in September.

CALGARY—Fourth Tuesday in February, Third Tuesday in May, and First Tuesday in November.

FOR TRIAL OF CIVIL NON JURY CAUSES—

EDMONTON and CALGARY—Second Tuesday in January, and each Tuesday thereafter, except during vacation (commencing after the long vacation on the Third Tuesday in September).

FOR TRIAL OF CIVIL JURY CAUSES—

EDMONTON and CALGARY—Fourth Tuesday in April, and Fifth Tuesday in October.

FOR TRIAL OF ALL CRIMINAL CAUSES—

EDMONTON and CALGARY—Second Tuesday in January, Fourth Tuesday in March, Fifth Tuesday in May, and First Tuesday in October.

WETASKIWIN—Third Tuesday in February, and First Tuesday in October.

RED DEER—Fourth Tuesday in January and Third Tuesday in September.

STETTLE—Third Tuesday in March and Fifth Tuesday in October.

MEDICINE HAT—First Tuesday in March, and Second Tuesday in November.

MACLEOD—First Tuesday in March and Third Tuesday in October.

FOR TRIAL OF ALL CIVIL CAUSES—

WETASKIWIN—Second Tuesday in May, and Fourth Tuesday in November.

RED DEER—Second Tuesday in March, and Second Tuesday in November.

STETTLE—Fourth Tuesday in April, and Third Tuesday in December.

MEDICINE HAT—Second Tuesday in May, and First Tuesday in December.

MACLEOD—Third Tuesday in May, and First Tuesday in December.

LETHBRIDGE—Second Tuesday in February, Fourth Tuesday in May, and Third Tuesday in November.

Dated at Edmonton, Alberta, this 20th day of December, 1915.

G. P. OWEN FENWICK,
Acting Deputy Attorney General.

Lacombe 2nd Hand Store

I buy and sell second-hand goods

I handle Bankrupt Stock Clothing, Hardware, Furniture, Bed, Springs and Mattresses, the Famous Monarch line of Stoves and Ranges, Cooking Utensils, Trunks and Valises, Galvanized and Enamelware, Sewing Machines, Guns and Ammunitions, Phonographs and Records, Musical Instruments of all kinds, and Jewelry. Real Estate bought and sold. Get my prices before buying

O. BOODE, Nanton St.

Gallant Gunners

Long War from Bankruptcy

Secretary for Colonies is More Hopeful Than Ever of Outcome of War

Andrew Bonar Law, secretary for the colonies, presiding at a banquet in London, declared he felt more than he had for months past. In reply to statements in German newspapers that the British were on the point of bankruptcy, Mr. Law said the country was a long way from that, but he did not pretend that it could go on indefinitely on the present scale. But the wealth of Great Britain, he added, had not even been touched as yet, and she could bear the strain for a far longer period than her enemies.

Speaking of the great armies which Great Britain had raised, Mr. Law said the number of men killed or wounded up to the present was three thousand, but he said the entire expeditionary force at the outbreak of the war.

Referring to conditions in the far east, he said that it was no better than could be gathered from the news of the press.

"I go further," he continued, "and say that I look for so especially good news for many months to come. And I think the war will be a long one. We have good, but that does not alter the fact that the war is going to be won or lost in the east."

"If you look at the tendency as a whole, I am convinced we are moving in the right direction. The world will soon prevail on the Russian front, and I firmly believe that the danger of invasion will not arise again in that quarter."

Economic conditions in Germany, he said, were not so good as those of the British navy are beginning to tell most strongly in our favor, and the German people are beginning to feel that victory is within their grasp.

"All the heroism which has been shown in the war," he said, "is not only a result of the fact that the German people are beginning to feel that victory is within their grasp, but it is also a result of the fact that the German people are beginning to feel that victory is within their grasp."

The offer of the Canadian government to send a contingent of 100 men to the Indian hospital, he said, was a very generous offer, and he hoped that the Canadian government would be able to send a larger contingent in the future.

Queen Alexandra on being informed of the offer, he said, had been very much pleased, and he hoped that the Canadian government would be able to send a larger contingent in the future.

India's youngest war prince has been killed in action. He was a member of the Indian army, and he was killed in action while fighting the Germans in the East.

Remember Napoleon. Napoleon in 1812, at the beginning of his career, was a very young man, and he was killed in action while fighting the Germans in the East.

GOOD SERVICE OF THE BRITISH FISHING CREWS

Have Played a Unique and Valuable Role in Connection with the Dardanelles Expedition, Where They Have Been Hunting and Ramming Submarines

Writing in the London Daily Chronicle, E. Ashmead Bartlett says that the British fishing crews have played a unique and valuable role in connection with the Dardanelles expedition, where they have been hunting and ramming submarines.

"What would King George have done without these 'sea travelers'?" he asks. "This was the historic remark of a West Country skipper, as he gazed round the Aegean Sea from the bridge of his trawler when the submarine was at its height, and before the monitors had appeared to take the place of the cruisers and battleships."

The West Countryman had ample justification for his remark and every reason to be proud of his crew. The hundreds of others, almost exactly similar to her, which have played such a unique and invaluable role in the Dardanelles expedition. Probably for the first time in their lives the majority of our officers and men, both soldiers and sailors, out at the Dardanelles have been brought in touch with our great fishing fleet from the North Sea and from the West coast.

The skipper of a trawler never will admit that any officer in the navy is a sea dog. They will stoutly maintain that seamanship is a lost art, which can now only be found among the crews of the fishing boats. They will say that the trawler is a more difficult craft to handle than the battleship, and that the trawler is a more difficult craft to handle than the battleship.

But few have any conception of the amount of work accomplished by these crews. In fact, it has been almost impossible to have kept the army supplied without them. The Dardanelles campaign has been a very difficult one, and the British fishing crews have played a unique and valuable role in connection with the Dardanelles expedition, where they have been hunting and ramming submarines.

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AGRICULTURE ON A SOUND BASIS

UPON AGRICULTURE ALL INDUSTRIES DEPEND

Sir George Foster Places the Importance of the Basis Industry Before the Economic Commission, Laying Stress on the Great Opportunities Presented by the Work in Hand

How the industry of agriculture may be stimulated for the good of Canada, for the good of the empire, and to help and heal and resuscitate that large portion of the world now suffering untold miseries because of the war was the subject matter of an address before a meeting of the Economic Commission at Ottawa recently by Sir George Foster, minister of trade and commerce.

"The matter of the rate by sea and land is another matter," he said, "and I do not consider it. I hope you will consider this question. It is one that has vexed all governments, and it seems about as far away from it as it can be."

Population of Ireland Now Shows Increase

A Novelty for the Old Land—Marked Decrease in Pauperism Lately

The latest census figures for Ireland show an increasing population. For the first time in the history of the country, the population of Ireland has increased since 1901.

The increase in population is a very significant fact, and it is a novelty for the old land. It is a mark of progress, and it is a sign of the future of the country.

The decrease in pauperism is another sign of progress. It is a mark of the success of the government's policy, and it is a sign of the future of the country.

Canada's Big Wheat Surplus

Financial Journal Estimates Surplus of Cereals at Over 300,000,000 Bushels

Canada has an exportable surplus of wheat of 228,125,000 bushels, according to a bulletin issued by the trade and commerce department.

The surplus is a very significant fact, and it is a mark of the success of the government's policy. It is a sign of the future of the country.

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Canadian Soldiers Machine Gun Troops

How a Canadian soldier turned himself into a machine gun tripod

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